



# CROSSRAIL INFORMATION PAPER

## E2 – CYCLE CARRIAGE AND CYCLE PARKING

This paper outlines the Crossrail policy on-train cycle carriage and cycle parking.

It will be of particular relevance to potential cycle users of the proposed Crossrail trains and stations.

This is not intended to replace or alter the text of the paper itself and it is important that you read the paper in order to have a full understanding of the subject. If you have any queries about this paper, please contact either your regular Petition Negotiator at CLRL or the Crossrail helpdesk, who will be able to direct your query to the relevant person at CLRL. The helpdesk can be reached at:

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**APPROVED**

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## 1. Introduction

- 1.1 This Information Paper outlines the policy of the Crossrail Promoters with regard to on-train cycle carriage. It also outlines a Crossrail-wide cycle parking policy. It is consistent with the approach adopted in the Transport Assessment Reports (in Volume 8 of the Crossrail Environmental Statement), which in turn is consistent with local, regional and national transport policy
- 1.2 Increasing emphasis is being placed on reducing reliance on the private car as a mode of transport whilst simultaneously accommodating economic growth and the attendant increase in demand for travel. This requires the promotion of alternative modes of transport; cycling is increasingly recognised as a method of achieving this policy objective at a local level.

## 2. Cycle Parking (Non-Central Section Stations)

- 2.1 It is expected that a higher proportion of passengers will use bicycles to reach the rail network by 2013. In many cases, additional cycle parking facilities will be installed at Crossrail stations before Crossrail is operational. The Promoter will require the nominated undertaker to work with TfL, LU and Network Rail to identify opportunities for and provide additional cycle parking at all stations where there is sufficient space within the Bill limits to provide such facilities.
- 2.2 Cycle parking facilities will generally take the form of stands under cover, with good lighting and CCTV coverage wherever practicable. Appropriate signage will be provided and designs will seek to incorporate the following features:
- be as close as possible to a station entrance;
  - provide safe and direct access to the local road and cycle networks;
  - be open and visible, allowing natural surveillance; and
  - be well signed-posted.
- 2.3 Whilst open access Sheffield stands<sup>1</sup> are expected to meet the requirements of most users, the potential for closed access facilities, such as cycle lockers, will be explored further as detailed station designs are developed.

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<sup>1</sup> A Sheffield stand is an inverted u metal ring set in concrete – they are recommended by Transport for London and others for use in the railway context and are generally regarded as the standard type of bicycle stand for most uses.

### **3. Cycle Parking (Central Section Stations)**

- 3.1 The combination of high passenger volumes and constricted space availability is expected to preclude provision of dedicated cycle parking facilities at Crossrail stations in the central area.
- 3.2 The Promoter will require the nominated undertaker to work with stakeholders who are responsible for delivering such facilities on adjacent sites with a view to providing additional facilities where reasonably practicable. This includes sites within the wider station curtilage at stations such as Paddington where facilities currently exist. Such existing or planned facilities would be made accessible to Crossrail passengers not only by appropriate signage but also through wider information and publicity.

### **4. Cycle Carriage on Trains**

- 4.1 The final policy on cycle carriage on Crossrail will be a matter for the Train Operating Company (TOC) responsible for the railway at that time. Crossrail is not currently in a position to be able to make commitments on the final cycle carriage policy that would be adopted by the TOC in the future. The project shares most subsurface stations with LUL and the working assumption is that there will be a ban on cycle carriage at all times between Acton Main Line and Stratford/Abbey Wood. Cycle carriage will be allowed on all other sections of Crossrail, but with peak hour restrictions as appropriate. Decisions on the restrictions on cycle carriage will be the subject of detailed development. A Crossrail route map showing these provisional arrangements, and based on TfL's existing Cycle Carriage Map for the London Underground, is attached.
- 4.2 Crossrail trains are likely to include areas of flexible space within each train. This would be prioritised for the use of wheelchair users. However, it would combine wheelchair space with the capacity to carry prams, bicycles, other oversize luggage and standing passengers. Restrictions are likely to be required on the carriage of tandems and tricycles, depending on the final configuration of rolling stock.

